ALL MOTOR RACES OF YEAR LISTED IN BOOK

Events of 1915 Placed in Convenient Form, Titled "Conclusively Convincing."

A complete list of important isis au tomobile races put into booklet form gives an interesting and graphic idea of the remarkable advance mad in motor car speeds during the past

The review, a compilation by Bosch Magneto Company of New York. is most acceptable in that it gives a der each race is listed the name of the winning car, the name of the driver the distance of the race and the average miles per hour. The schedule com-

every worth-while race of the season Starting with the Vanderbilt Cup Race run just about a year ago, the season's speed averages started with 67.41 miles per hour, a rather low average, due to the poor condition of the course. The Venice (California) Race boosted the average to 68.5 m. p. h., while the In-dianapolis 500-mile Sweepstakes estab-lisher a new record for that course, and an average of 59.84 m. p. b.

The Chicago Derby. But it was left to the Chicago Derby another speedway contest, to open the eyes of the motorists, for in that 599-mile grind, the average was m. p. h. As impossible as it seemed at that time to better the average. due to limited engine size, namely, 30 in., the seemingly impossible was accomplished in the Astor Cup Race held in New York. An averag of 102.53 m. p. h. was established and throniclers of speed dared not prophsy

as to future possibilities. That such prediction would have been unwise, was evident when on the same speedway in a 190-mile match race between the best of drivers, the highest speed average of the year was established, that of 105.80 m. p. h. Debtor To Big Events.

The car owner and he who will buy

ugh he may never go to an automo bile road race or speedway contest is a great debtor to these big events, for in the course of a racing campaign manuturers, to meet competitors successfully, must improve their cars to the possible extent. The progres afve and honest maker of cars, although he does not sell the identical model he ses on the speedway adopts the various deas that he has tried out in the pub

lie's high speed laboratory and benefits very time he engages in a contest, since each time he improves his stock ser because of the experience and

ear because of the experience and knowledge gained.

Suppose a glance is given the achievements of the cars equipped with certain accessories. See if some valuable information, and facts are not evident; facts that will ald in selecting a car. Take ignition, for instance; the official records of 1916 show that all important contests of the year were won by cars using magneto ignition, and practically every oar entered also used a magneto. Magneto ignition was not and is not used only because that type of ignition is faster or more alive to the sudden demands of the driver, but because that type of ignition has continuously proved thoroughly reliable.

Even if there is no large amount of sperting blood in the veins of a motorist, he should study racing results, particularly those of long-distance races, to see what sort of car and what sort of equipment proved their worth and reliability. Ascertain what sort of carburstors, what these when see the results of the contents of the contents of the care that the care the contents of the care that the care

buretors, what tires, what magnetos, what spark plugs average up the best and then, knowing the results of the "laboratory tests" (as if must be conceded they are), insist on having the selected car, no matter what the make, equipped with the apparatus which is known to have shown up successfully, and which has proved to be of highest efficiency, reliability and endurance.

Strong Demand for Low Priced High Grade Car

That the low-priced, high-grade car mests a long-felt demand from the publie is fully demonstrated by the unprecedented sales of the Dodge Brothers car during its first year on the Ameri-Commenting on this and the ever-incressing demand for these cars, Rus-sell Huff, chief engineer of Dodge

Brothera, says:
"The discriminating buyer of today

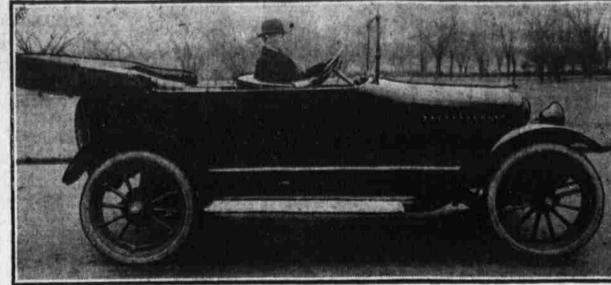
not have dared discuss the relationship of the automobile to the medical fraternity, are now solidly united in commendation of the meter car as the greatest requirement of physicians.

Records just compiled by statisticians connected with the motor car industrishew that dectors who but a few years ago championed the electric vehicle as their best means of conveyance are now users of the gasolene-type of car.

In fact today many physicians utilize their spare time in studying motor car construction and are conversant with mechanics in terms unfamiliar to the layman.

Taxicab Rates Reduced North 1212 Terminal Taxicab Co.

POPULAR MEDIUM PRICED CAR



Manager of Edelen Bros. Motor Com-

The Grant line has been in

For Hilly Country.

The nature of the country to be driver

in should govern the car to a great

extent. A car for hilly country should

have plenty of reserve power. The buyer

should cempare the piston displace-

ments of the cars in the price zone in

which he desires to remain, and if the car is for hilly country, high horse-power, big valves and high gear ratio should be selected.

On the other hand, if the car is to be driven largely in the city, the motor should be smailer so as to cut down weight. The speed of the motor should atill remain high, though, to provide the good acceleration necessary in sity work and also to permit the car to be opera-

present season.

Before You Buy a Car Figure It Out This Way

Prospective Owner Should First Ask. "How Much Can I Afford for the Car?" and "How. Much for Its Upkeep?"

Buying a car is generally a com-promise between a man's pocketbook and his ideal. Nearly always the ideal is wrong and the pocketbook right for reasons which a little thought is wrong and the pocketbook right for reasons which a little thought will render obvious. In other words if a man makes a clean sweep of his bankroll in buying a car and has file eyes shut to the other factors in making a purchase, the chances are that he will make a mistake that will be more costly than the first payment. There is a logical method to follow in selecting a car and one that will entirely eliminate the chances of securing a vehicle which will either, first, cost too much in the first place; second, cost too much to run, or, third, will prove to be generally unsuitable for the purposes to which it is to be

The proper car for a man with ar ncome of \$2,500 per annum and seven hildren is not the same as that for the single youth with a \$10,000 allow ance, with no one to support but a

Before ever venturing into the lai of the persuasive salesman your ar mament must be prepared. In the quiet of your own domicile sit down

to answer either of those questions. The fact of the matter is that the less the prospective buyer has looked into the matter the better it will be to get these questions out of the way immediately. The automobile industry is on such a plane at the present time that over the entire price range there is such a choice of cars that a man may spend anywhere from \$400 to \$8,000 on a car and have a wide range of specifications to choose from. The second figure, on upkeep, will depend whether or not the intending buyer is a city dweller or a country dweller, whether he intends to keep a chauffeur or drive himself and also the mileage he intends to travel. At any rate the second figure should be about somewhat higher than what is figured for actual cost, to take care of the incidentals which may come up.

The discriminating buyer of today fully appreciates amoethness, appearance, quality, durability and performance in a motor car, but until recently such a car at a low price was considered an impossibility.

The public have been quick to realize that first quality means low chaintenance costs and that light weight construction means low operating cost. The artisan, the agriculturist, the professional man and the banker, alike, respect the prophetic warnings predicting still higher prices for gasolene, oils, thres and supplies of all kinds and ioin in demanding a car of this type.

Mr. Huff further points out that all Dodge vital parts are made of special Vanadium alloy steel, scientifically heal-treated; that magneto ignition is provided to insure the traveler in the condition of his scorage battery; that self-lubricating alloy springs are provided that genuine hand buffed, first-grade leather is used throughout in the unbolstering of Dodge cars and an all-steel body, capable of receiving beautiful and lasting enamel finlsn is a standard equipment feature.

Motors Are Now Called

Greatest Aid to Doctor

Medical journals throughout the country, which only a few years ago would not have dared discuss the relationship of the automobile to the medical fraternity, are now solidly united in commendation of the motor car as the greatment of the purchase a cartain amount, it is far more economical to purchase a cartain momendation of the motor car as the greatment of the purchase a cartain amount, it is far more economical to purchase a cartain momendation of the motor car as the greatment of the purchase a cartain amount, it is far more economical to purchase a cartain momendation of the motor car as the greatment of the purchase a cartain amount, it is far more economical to purchase a cartain momendation of the motor car as the greatment of the motor car as the greatment of the purchase a cartain amount, it is far more economical to purchase a cartain more decimal amount of the purchase a cartain amount, it is far mo

AUTOMOBILES Motorcycles and Accessories.

Kational Combs Motor Co.

GASOLENE CARS.

Studebaker Auto & Sup-ply Co., 819



ACCESSORIES. National Electric Supply Co.

CYCLING NOTES

the Haverford Cycle Company's window problem attracted much interest the past week. The problem was that of figuring out how many miles a wheel in the window—which is attached to a motor—would travel in a given time. More than 2,000 persons entered the mathematical contest for a \$50 bicycle. The winners have not yet been announced.

John A. Johansen, of Fredericksburg, arrived in Washington Wednesday after a gruelling eight-hour trip by bicycle. Johansen advised ambitious cyclists not to attempt the ardisous run until the ground has had a chance to dry out. He said Sherman's famous remarks anent war must have been made when he was marching somewhere below Dumfries.

A bleycle race on rollers between two two-man teams—one at Hanelton's, the other at Munger Bros.'s establishment—has fascinated many bleycle enthusiasts. The cyclists are racing between 12 and 1 and 3 and 5 each afternoon, and are rolling up big mileage. The race ends at 5 o'clock this afternoon. Both dealers and owners are much interested in the contest. A bleyele race on rollers between two

H. W. Higham has developed a remarkable business in bicycle notorcycle sales and repairs in the southeast section. For the past, ten years his patronage has mounted steadily until today his business assumes big propor-

good acceleration necessary in eity work and also to permit the car to be operated at very low speeds on high gear. In this way a quick start can be made without shifting gears.

Flat country, with few towns of great population, offers an ideal combination for the motorist. He can use a light engine geared fairly high, and thus secure the condition of the maximum economy. Around Philadelphia, the two big factors of hills and traffic requiring on the one hand, plenty of reserve power, and, on the other hand, quick acceleration, mean that the motor must be powerful and efficient, having a high rotative speed to secure the snappy acceleration and also the power from the metropolis will demand the utmost in the high-speed high-efficienty power plant, and he should know that his car will throttle to at least five miles an hour on high.

The Guarantee Radiator and Lamp Co. in New Quarters

The Guarantee Radiator and Lamp Company, formerly of 125 New York

The germ of car-desire has bitten, the year and fin all kinds of westler, to why he should as reasons that spring up, however, should be resident to the warrange person who has made but a casual inquiry into price, etc. to answer either of those questions. The should as first seem difficult for the average person who has made but a casual inquiry into price, etc. to answer either of those questions. The provided with luggars extensive modern and company to the proposition of a motor car being and the rapid increase in the carry and the spring up, however, should be provided with luggars extensive line of automobile to the matter the better it will be got these questions. The automotic for the average person who has made but a casual inquiry into price, etc. to answer either of those questions. The equipment is to be used to any streat extension the provided with luggars extensive line of automobile and the will be prolonged and it will provide the will be got these questions out of the matter the better it will be got these questions out of the matter the better it will be got these questions out of the matter the better it will be got these questions out of the measurement looks for towing a bouncerh.

The causal inquiry into price, etc., to matter the better it will be got these questions out of the matter the better it will be got these questions out of the matter the better it will be got these questions out of the matter the better it will be got these questions out of the matter the better it will be got these questions out of the matter the better it will be got these questions out of the matter the better it will be got these questions out of the matter the better it will be got these questions out of the matter the better it will be got these questions out of the matter the better it will be got these questions out of the matter the proposition of a motor car manufacturer must conside

should be selected and a full line of accessories for touring should be supplied. The equipment should be complete for the long-distance touring car, and the tires should be fully up to size. The extra demountable rim should be part of the equipment of a car for this class of work. Good power is needed here to the bride here today. With the socause the roads and hills are always sure to be bad in spots and plenty of reserve power is needed.—Philadelphia North American.

Racer Weds Today.

CHICAGO. March 4.—Louis Disbrow. famous automobile racer, and Miss Harriet Henry will be married at the home of the bride here today. With the stating of the nuptial vows. Disbrow's racing career ends. Miss Henry persuaded the speedater to quit the track. Disbrow will operate an automobile salesroom in Cleveland.

Saxon Six

A Proven Six-Cylinder Car for \$785

sions-112-inch wheel base-wide doors-yacht-like body pleas-

ing to the eye. Riding comfort and steadiness assured by vana-

dium steel springs of the cantilever type-the newest and best

smoothness of operation, and more power on LESS GASOLENE.

design and quality that is only known and incorporated in the best

of automobile construction. From one and a half to fifty miles on

high gear. Makes twenty miles on the gallon of gasolene and 150

Gear shifting is practically unknown in a SAXON SIX.

Call Main 23 for proof of these facts.

spring construction known.

miles on a quart of oil.

service and fair dealing.

Not a small car in any sense-a roomy car of liberal dimen-

High speed six-cylinder Continental motor-giving flexibility,

A trim, light car, the basic principle of which is service with

For economical efficiency and durability that is backed up

a six-million-dollar corporation and locally represented by a

firm that has an established reputation for twenty-four-hour real

Record Auto Co.

631-3-5 Massachusetts Ave.

CADILLAC MEN KNOW The Radiator Attacks

Take It Apart, Put It Together, and Learn Adjust-

Going to school in overalls, working hard in class, and ending the course with an examination including a drive of the automobile-this is an experi ence no boy's school days ever included. but it is what happens as a regular thing to the service men's class at the

Cadillac plant in Detroit. No more than eight men are taken in a class, the company believing that proper individual instruction cannot be given to a greater number of one time The course covers a period of two weeks. The first work is to take down the car completely. Then begins the work of reassembling, and as this progresses, particular attention is given to the various adjustments.

to the various adjustments.

After the car has been reassembled comes the real test. The class is taken for a ride in the car. At a convenient spot the instructor stops the car and the class is invited to alight and become interested in the surrounding country. While they are so absorded, the instructor installs a defective coil. carburetor, or some other part in place of the good part, or devises some other way of disabling the car to ascertain the ingenuity of the man. The class is not permitted to proceed until the trouble has been located and remedied, and the car put in first-class running order. This is followed by a rigid written examination, and the class is disbanded, to be followed by another. Each man's examination paper is forwarded to the dealer who sends him to the factory.

SIMPLICITY BLESSED IN MOTORCAR DESIGN

Means Economy in Mair.tenance and Operation Both.

"Blessed is simplicity." That phrase, as true today as when Kemphis, the German monk, coined it 100 years ago, is especially applicable

to the automobile. Simplicity in the design of a meter car spells economy-economy in main-

section. For the past, ten years his patronage has mounted steadily until today his business assumes big proportions.

Manager Shaw, of the Acme Repair and Bicycle Company, has secured the agency for the cyclemotor—a small motor to be attached to the ordinary bicycle. With the cyclemotor pedalling is unnecessary, the only attention needed being to the handle bars.

Tommy Dedge—motorcycle champion of the District—has just opened a motorcycle and bicycle exchange at 283 Eighteenth street northwest. Tommy gravely insists that he will have no difficulty to get him to discuss past performances when bad weather keeps patrons away.

Guarantee Radiator and Lamp Co. in New Ouarters

CAR THOROUGHLY Capital Traffic Laws

Asserts Hotels and Theaters Suffer Particularly Because of Lack of Regulation - Points Out Case of the Willard.

Washington hotels and theaters suffer much from the present traffic

Whenever there is a large function at one of the former, and always after a performance at the latter, patrons have great difficulty in getting their cars.

Most perplexing, perhaps, is the problem almost daily confronting the management of the Willard. parking space between Fourteenth and Fifteenth streets on F is occupied by private cars throughout the day and far into the evening. Cars approaching the Willard's porte be driven around G street or down F to Fifteenth, returning up the

south alley to the hotel. After the owners leave their cars, chauffeurs are compelled to park on Pennsylvania avenue, because of the logical space for parking on F street seldom being available. This is not such a hardship in clear weather, because the chauffeur may leave the car on the Avenue, throw robes, wraps and costs over his arm and walk back to the porte cochere to walk back to the porte cochere to walk several hours for his party. But when it is raining or snowing he must get soaking wet and lay himself open to all the ills of damp and chill because he cannot park his car within sight of the carriage call.

Of course, the police department could clear up the situation on the block and help the Willard's patrons materially.

materially.

Why doesn't the police department

bile dealers have held as many private automobile shows. In every case the salesrooms were crowded with visitors, many of whom bought cars. The moral is too obvious to need lengthy discussion.

Some day the long-promised Armory will is built. Then Washington will take a merited place with other principal cities by having a National Capital Automobile Show.

G. A. M. observes that "the Sun Motor Car Company is going to build a Light Six."

It should be capable of brilliant performances, and if it lives up to its name prospective motorists will soon be "fighting for a place—"

The statement by Gil Anderson that he will not race again until his present records are broken is hardly

present records are broken is hardly
to be taken seriously. Anderson is
a comparatively new king of racing
drivers, and the crown has hardly
had time to chafe him.
It will be almost three months
before the Indianapolis classic takes
place. By that time it is age to
assume that Gil will have changed
his mind and entered the lists.
Whatever the rigors of race driving
—the purse, fame, prize trophics,
and innate love for the high speed
contest are temptations that few contest are temptations that few drivers are able to resist

Every once in a while some mo-torist tells us how he "was doing or" on the road between somewhere and somewhere else, and if he is a nice chap otherwise we try not to

Yawn.

The stories we hear of brushes on

the road with other cars are amazing. One of these stories, told us by Bill Smith, recounted an experience with a motorcycle policeman.

"We left him like he was standing still, after-I steeped on her. We had to travel, that's true. He must have been making sixty before I gave her everything she had. But when the old bus crawled up to seventy—why, s.a-y. I did not dare slow up, of course, till we lost the cop—"

"Did you look at your speedometer when you were making seventy" we inquired.

"No," he admitted. "I didn't dare. But the fells I had with me told me. She was travelin' so fast I was afraid to take my eyes oft the road.

Standardization in automobile building has come to the point where (take it from The Automobile) "one who is fortunate enough to be of normal proportions ought to reap the benefit of being as nearly standardized as a human being can be, by feeling comfortable in a car design to meet the needs of average pro-

portions."

Which is pretty tough on the motorist who has individuality enough to be corpulent or six feet six inches in height.

If the bill introduced by Congressman Miller of Delaware should become law, Washington motorists would give three rousing cheers. Providing for an increase in the

local speed limit to 12-18 miles with in the fire limits, and 20-24 miles outside the fire limits, its passage would mean one of the most gratifying improvements upon District traffic regulations in several years.

The regulation that automobiles must drive more slowly in congested districts is hardly a hardship to mo-

Certainly most of them are con-siderate and exercise the utmost care in shopping and other busy sections.

Undoubtedly, there will be much interesting debate in the House over this bill. Some of it will be queted in the Hadiator.

"There are terrific waves of energy reverberating through the Packard factory, but all under perfect control and moving along lines of defi-nite purpose." January-The Pacard.

In 1905-we learn from Bill Ullman.

In 1965—we learn from Bill Ullman, statistic champion of the motor world—France had taxed every inhabitant \$15.29 to pay for \$600,000.000 worth of reads.

To haul a ton of freight over a French road in peace times costs 7 cents. To drag the same weight for an equal distance over an average American road costs 25 cents. Do. good roads pay?

Two billion tons hauled seven miles over American roads average \$1.25 per mile more than in France.

For these poor roads we are mulcted a loss of more than two and a half billion dollars a year. At the French rate of \$15.59 per capits on our 100,000,000 population, the sum of \$1.555,600,000 could be raised and if honestly expended would result in our saving the two and a half billion dollars we are move loaing each year.

MONTE W. SOHN.

Three Advertisements in One

Latest information about the New Grant SIX from the Grant Motor Company, Findlay, Ohio



A Beauty

You will be surprised at the beauty of the new

Without question it is one of the handsomest cars of the year.

Its body not only has beautiful lines but cor-rect and graceful propor-

It is of the modified boat-line type. Smooth, upbroken lines from front to rear; no moldings; doors are flush and extra wide, "U" shape.

The finish is unusually fine. Body in Brewster green; fenders, hood and chassis in black enamel.

Seats are extra wide. A six-foot man can stretch his legs with com-fort in both front or rear

Cushions are soft and deep. Upholstery is lux-urious. It is difficult to imagine greater comfort, more real luxury. Grant Six carries five

passengers with solid comfort. And the 1916 Six has finer steering gear, larger brakes, greater gasoline capacity, handsomer radiator—is refined and improved at every point.



A Wonder Motor The Unit Power plant of the Grant Six excites

admiration. We urge comparison of

the motor with any six at any price. Grant Six motor is 3x 414, overhead valves, ex-clusive Grant design— Replaceable tappets— noiseless. Unit Power Overhead valve motors

are highest in cost—but they deliver the most power with the greatest Grant owners average

24 miles to the gallon of gasoline—900 miles to the gallon of oil. And Grant Six throt-

tles down to 11/2 miles an hour and hangs on. Speeds up to 50 miles within a few blocks—and has the quickest getaway, the swiftest action you ever saw in a motor.

Rayfield Carburetor.
Atwater Kent ignition.
Allis-Chalmers Starting
motor and generator.
Extra large battery carried in steel basket under front of right running board splasher. But—it isn't the speci-

fications that makes the motor worth while; it's the motor that makes the specifications worth



We Suggest a Demonstration

Before you buy any car at any price get a road demonstration of a Grant

That suggestion is based on the idea that you honestly want the MOST for your money. Not the most in weight nor the most in showiness The MOST in VALUE the most in CAR worth.

largest, roomiest body of any car below a thousand dollars. It offers you the smoothest, most power-

Grant Six offers you the

ful motor. It offers you the most substantial chassis frame, axles, wheels, transmission, spring con-

It gives you the hand-somest body lines—and a thoroughly proven con-

It is the SIX of economy and therefore the SIX of greatest luxury. Its price is \$795 com-

Last season dealers couldn't get enough of them. The still greater value makes it safe to predict an even stronger demand this season.

Edelen Bros. Motor Company 1612 14th St. N.W.

W. J. McLean, Manager Washington, D. C.

Phone North 208